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JOHANNESBURG **Paul:** 082 458 4345 • **Email:** paul@boatinginternational.co.za
Tel: 011 452 8280 • **Fax:** 011 452 0286 • **Address:** 104 van Riebeeck Ave, Cnr De Wet Str, Edenvale

CAPE TOWN **Stefan:** 083 651 5142 • **Email:** stefan@boatinginternational.co.za
Tel: 021 511 0220 • **Fax:** 021 511 0223 • **Address:** 21 Montague Drive, Montague Gardens, Cape Town

MERCURY 75 YEARS

MERCURY

At the time of writing this editorial it's evident that the end of year is drawing closer. On my short commute to the office this morning, I saw seven separate boats being towed to their chosen destinations. Since it's a weekday, and the next public holiday being further away than Ground Control to Major Tom, it's too much of a coincidence that all of those boaters were simply taking advantage of the good weather. No, I'd say it's safe to assume that those crafts of all shapes and sizes were being taken in for their yearly check-up and service. By the time you read this editorial it will be December - and if you haven't yet made the trip to your local reputable service agent, use it as motivation that you don't want to break down in the middle of the dam – especially if you've got your mother-in-law on board! They say you only ever have engine problems from poor-servicing once – and it's for reasons like these.

Whether it's the start of the month and you're gearing up to make the most of your water holiday, or even at your favourite boating hotspot, relaxing in a hammock with your favourite boating magazine in hand, we've got plenty in store up ahead in this edition - from 11 essential items you'll need for the ocean, to the ultimate towing tips for driving dads. So grab your sunnies, slap on some sunscreen, get comfortable and enjoy the smorgasbord of entertainment we've prepared just for you.

Note: Looking for the ultimate Christmas present? Wrap up 2016 for the boater in your family! For this month only, get a subscription at 2015 prices and give a gift which keeps on giving every month. For more details, turn to page 65.

From our crew here at the magazine, we would like to thank all of our readers and advertisers. Without your continued support we wouldn't be SA's top-selling powerboat magazine! We wish you all a festive and well-deserved end-of-year holiday break. Travel safe and have fun on the water with your family.

Happy boating!

– Dean



Dean Castle
Editor



Stuart Reichardt
Journalist

www.LeisureBoating.co.za

WARNING The views expressed in this publication are not necessarily those of the publisher. Some of the photography may show stunts performed by professional persons and may prove dangerous to inexperienced people. Always exercise extreme caution and seek the help of an experienced person before attempting similar manoeuvres.

PUBLISHER
Godfrey Castle
godfrey@caravansa.co.za

EDITOR
Dean Castle
dean@leisureboating.co.za

JOURNALISTS
Stuart Reichardt
journalist@leisureboating.co.za

DESIGN & LAYOUT
Hayley Davis
Kyle Collison
Courtney Fortune

AD CO-ORDINATION
Lyn Castle

PROOF READER
Dave Fall

WEBSITE MANAGER
Paul Castle

ADVERTISING ENQUIRIES (COUNTRYWIDE)
Dylan de Beer
079 557 2806

NATIONAL MARKETING MANAGER
Martin Coetzee
(021) 702 4200

SALES SUPPORT INCLUDING AD MATERIAL AND GENERAL SALES ENQUIRIES
Denise Reid-Daly
traffic@leisureboating.co.za

SUBSCRIPTIONS
Linda-Rose Hanekom
subs@leisureboating.co.za

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18 **BOAT REVIEW**

Panache 2450 Wake Edition

Linex Yamaha invited us to review the latest Panache 2450 to hit the water – the exciting Wake Edition. The excellent build quality aside, this craft is packed with accessories and creature comforts, all brought together with exceptional ride comfort. Get your summer off to a good start with this Wake Edition.



BIG GAME FISHING

52 **The 47th Tuna Invitational**

Leisure Boating covered the Tuna Invitational held at the Cape Boat and Ski Boat Club at Miller's Point in Cape Town. We find out more about this fiercely contested competition, the collaboration with the UCT Marine Biology department's Fish for Life programme, and we meet some of the competition winners of the great prizes that were up for grabs.

58 **Strippers, stalkers, streamers and shanks**

Charter captain Rob Naysmith gives us his insight into the wonderful world of saltwater fly fishing. Being one of the pioneers of saltwater fly fishing in South Africa, Rob offers his opinions regarding rod selection, lures and jigs, reel choices, fish types and casting methods.



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It's big and bad... which makes it even better! The Malibu Wakesetter is the perfect monster for generating the ultimate wake and barrelling surf waves. Ask pro rider Jeff Langley who says,"There's nothing that compares to the 25 LSV - it's truly amazing!" Check out our exclusive sneak peek.

22 Destination: Sterkfontein Dam
Our hidden gem for the month is Sterkfontein Dam which offers wonderful birding opportunities, great game viewing and some wonderful fishing to round off the day. With picturesque camping and self-catering facilities to wash away any thought of work, this pleasing place of power should be on top of your holiday destination list. All that's left is for you to tick it off and visit this pristine boating paradise.

26 StokeCity WakePark
Are you looking for some kneeboarding, wakeboarding or skiing fun without the boat wakes? Take a trip to StokeCity WakePark, situated just off the N1 freeway in Midrand, as it offers the whole family a chance to let their hair down and join in the exhilaration of their cable tow system which allows up to nine riders at a time. You'll be stoked you made the effort!

30 Towing tips
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32 The best boating etiquette
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34 Ocean's 11 essentials
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38 Brylcreem and boardshorts
We take a poke at 'that oke' who gets invited onto the boat and drinks all the drinks, eats all the food, wants to be the DJ and wrestles with the captain for control of the wheel. Avoid being 'that oke' by following our nine easy rules to make sure you're invited back.

40 Proper propellers
The propeller is an important and vital component of any boat. Without the correct propeller, the motor won't operate within its suggested rpm range and this can cause damage to the engine through over-revving. We find out just why having the proper propeller will enhance the longevity of your motor.

42 Slim and trim
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44 That's the ticket!
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50 VHF DSC: The new standard
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62 Slog through the fog
Travelling through thick fog and mist needs to be done with the utmost care and caution. Slower is always better when visibility is compromised. In this article we delve into the do's and don'ts of low visibility boating.

CWB PURE 141 WITH EDGE BINDINGS

This is the perfect all-purpose board. It has clean lines, is simple to operate and offers pure exhilaration to all those who are willing to get their feet wet. Its advanced design makes the CWB Pure 141 a real pleasure to ride. It will give you the clean ride and mellow feel you are looking for and this board offers a huge centre spine for soft landings and a subtle three-stage rocker for extra pop off the wake.

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Contact: Boating International JHB on (011) 452 8280, CPT on (021) 511 0220 or visit their online shop.





LIQUIDFORCE ROCKET

This is a board designed to help you step up your wakesurfing game! As the name suggests, this is a rocket of a wakesurfer and is sure to ignite the high octane fuel in you! Built with the same durable compression moulded construction as the FISH, but a little bit faster and snappier, the ROCKET is a FISH on super steroids. If you're looking for a stable board that will suit everyone on board the boat, yet steps up its performance, then the ROCKET is for you. It is available in 4'8", 5'0"and 5'4".

Price: R7 900

Contact: Amped Distributors on 082 606 0606 or visit their website at www.wakeboards.co.za

CONNELLY SWEPT WING

The Swept Wing features a pointed bow for quick starts and extended tips for extra stability. Laying prone or sitting in the centre location, riders can choose which position they favour best. This proven design has endured the test of time and will keep you in the middle of the action behind the boat. It has easy-grip grab handles to keep you firmly in your seat when things get a little crazy, which they surely will.



SPECIFICATIONS

- 52"L x 56"W (deflated), pre-assembled with a one-year warranty
- 420D Nylon cover, with heavy duty PVC bladder
- Boston valve for easy inflation and quick connect tube rope attachment
- Peel and stick repair kit included.

Price: R2 169

Contact: Boating International JHB on (011) 452 8280, CPT on (021) 511 0220 or visit their online shop.



LIQUIDFORCE LUXURY PARTY ISLAND FLOAT

This party island offers ample luxury and fun for five friends. It is built for drifting on lakes and rivers and it's the perfect floating party. With ample refreshment storage offered by the built-in cup holders for your party beverages and heavy-duty grab handles if things get wet and wild; the LiquidForce Party Island Float is one constant holiday. Don't forget to bring your bikinis and boardshorts.

Price: R5 900

Contact: Amped Distributors on 082 606 0606 or visit their website at www.wakeboards.co.za

COMBO PACK – HYPERLITE STATE WITH REMIX BOOTS

The State 2.0 has been tested and proven to be the best choice for riders looking to master the foundations of wakeboarding. It offers a true asymmetrical, all-ability level shape that will get you up on the water and take your riding to the next level. Other features of the Hyperlite State are its shorter, more effective edge on the rider's toe-side that make hard-to-learn wake jumps that much easier. Once set, the toe-side transition is then maintained by the thinner profile molded-in fin, creating less drag and a better release off the top of the wake. This is why this board and boot combo should be at the top of your shopping list.

Why we like it? It offers riders the perfect platform to improve from and the combo deal is a great way to save some cash.

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THE NEW WAKESETTER 25 LSV

Go bigger ... charge harder ... deliver big time

Words and pictures
courtesy of **Boating International**















Are you looking for the ultimate wake and a huge, barrelling surf wave? Well, look no further than the brand-new 25 LSV Wakesetter – it's built to deliver premium performance.

With the release of the all-new Wakesetter 25 LSV, Malibu offers a boat that generates the wakes and waves of your dreams. Every Malibu athlete who's shredded behind this massive 25-foot beast says she kicks up what are unmistakably the biggest, cleanest wakes and waves that they've ever experienced. Never has there been so much anticipation and athlete excitement around a new boat.

It's one big bad boat, which is a good thing! Thanks to the engineering and design teams, the 25 LSV is incredibly agile on the water, despite its large size. This is the first time that a towboat this big has the performance to match its proportions. The 25 LSV handles beautifully, plus it can easily carry up to 19 people, with plenty of room to spare for everything else. Among all the other great 2016 upgrades, you can also spec the 25 LSV with the Integrated Surf Platform (including our new Surf Band wrist remote), action-camera mounts ►











on the transom, a power-adjustable helm seat, a reversible WakeView rear bench, and a rear-view camera that allows the driver to easily watch what's going on behind the boat.

Malibu CEO Jack Springer is thrilled to launch this incredible new performance towboat. "The Wakesetter 25 LSV has been nothing but fun since the very first day we put it on the water," says Springer. "It just blows people's minds. This is unquestionably the most versatile, highest-performing 25-footer on the market, and it has everyone tremendously excited. Our athletes have been raving about it. Every new or redesigned boat we make is built from the hull up to be incomparably versatile on the water and to deliver multi-sport capability at the highest level. Our customers want to be able to maximise their performance in several water sports, so we build our boats to allow you to reach your full potential in wakeboarding and wakesurfing. Our Wakesetters are multi-dimensional and offer true multi-sporting capabilities."

Malibu Pro Team rider Jeff Langley says, "There's nothing that compares to the 25 LSV. With its huge, barrelling surf wave, truly massive wake, and all of the awesome 2016 upgrades, the new 25 LSV is the boat of my dreams. Ever since Malibu dropped the 'El Dorado' and 'Quintuplets' sneak-peek videos, my phone hasn't stopped with calls from friends and fans begging to know more about the 25 LSV and just how epic the ride is. Let me tell you, you've got to experience it to believe it. The Malibu 25 LSV Wakesetter is truly amazing!"

For more info contact Dean Levy on dean@boatinginternational.co.za or call him directly 083 267 5358.

SPECIFICATIONS

Length: 7.62m
Beam: 2.6m
Draft: 0.7m
Capacity: 19 people
Fuel: 291 litres
Weight: 2 540kg
Power: 410 – 555hp
Standard ballast: 669kg
Maximum ballast: 2 189kg LS

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PANACHE

Words and pictures by **Paul Bedford**



2450 WAKE EDITION

Perfect panache with flamboyant flair

With its supreme manoeuvrability and the handling of a premium water skiing boat, the Panache 2450 Wake Edition is making its presence felt out on the water. Throw in a variety of well-chosen extras and the striking graphics and you have the new Wake Edition. We took a trip down to the Vaal River to see what Linex Yamaha had in store for us.

We tested the Panache 2450 shortly after its release in 2007 and everything we said then still holds true. Impressive build quality combined with superb design and execution ensures that it can compete on equal terms with the best in the world. The Wake Edition by Linex Yamaha builds on this superb platform with a selection of well-chosen additions, making it a very versatile tow boat.

The Panache 2450 is an imposing sight on its double-axle trailer on the slipway but once it gets out on the water, it cuts a sleek figure with the new Wake Edition graphics adding to its already handsome profile.

Once on board you realise just how much space there is, with plenty of seating and numerous storage spaces of varying amounts. While the interior layout of the Wake Edition is identical to the standard Panache 2450, the quality of the upholstery material receives an upgrade, while the stitching provides a pleasing accent.

Standard on the Panache 2450 Wake Edition is a forward-facing tower with an XXL canopy. The tower is fitted with two speakers which have built-in bullet lights, creating the perfect highlight to accompany the sweet sounds coming from the boat. A wakeboard rack is fitted to the tower as is an enormous rear-view mirror which provides a clear view of skiers or wake boarders behind the boat. While the standard sound system will suit most, Linex Yamaha offers a range of upgrade options for those who want something a bit more powerful.

The bow area features seats on either side which can be converted to a large, flat sunning area when the central filler cushion is in place. The cockpit has a large J-shaped seat that extends down the port side and across the rear of the cockpit. The pilot's seat features a flip-up bolster, a useful addition to allow for those of shorter stature, like this reviewer, to see over the windscreen in comfort! A single seat behind the pilot's seat completes the interior accommodation. The Panache 2450 Wake Edition also includes a removable cocktail table that is perfect for those relaxing sundowner cruises.

There are plenty of storage areas, starting with the anchor hatch, complete with Danforth anchor, at the bow to the large hatch in the stern. A carpeted, central, ski hatch is set into the deck while a storage compartment at the driver's feet contains a fire extinguisher. Another hatch on the port side of the walkway between bow and cockpit is large enough to store all but the largest of cooler boxes.

While the Panache 2450 Wake Edition is a big boat, once underway, you tend to forget about her size as she handles super smoothly. Ride comfort is exceptional.















There was a fair breeze blowing up a bit of a chop on the water while we were testing the boat but it wasn't even noticeable at any speed travelled that day. The impressive stability of the Panache 2450 allowed us to shoot video of a wakeboarder using a hand-held camera and get perfectly acceptable results, something that is not easy to do even on dry land.

The size of the boat allows the pilot to change the wake profile by adjusting the motor trim, but, if an even bigger wake is required, the Panache 2450 Wake Edition can be fitted with an optional 200 litre ballast tank in the cavernous stern storage area to really pump up the wakes.

The test craft was fitted with a Yamaha VMAX SHO 250 outboard motor which falls right in the middle of the recommended 200 to 300 HP power range. At the heart of the Yamaha VMAX SHO 250 is a 4.2 litre V6 powerhead. Yamaha engineers have performed their magic with this engine and have produced a four-stroke motor that will outperform its two-stoke equivalent while returning improved fuel economy. The motor looks big, even on the back of the Panache 2450 Wake Edition, but clever use of weight-saving material results in a dry weight of just 229 kg.

Performance wise, the Yamaha VMAX SHO 250 is a dream. The motor has loads of low-down and mid-range torque – which is ideal when towing skiers or wake boarders – yet still provides plenty of 'top end' for those that have a need for speed.

On the test boat, the motor was coupled to Yamaha's 6YC gauge which provides vital motor and technical information on a high definition, high contrast, colour screen. The gauge allows you to track engine RPM, fuels levels, fuel economy, speed and many other functions, displaying them in a number of easily selectable configurations. The gauge also records trip distance and engine hours. Its compact size (about 170 mm) results in an aesthetically pleasing and uncluttered dash.

So, did we like the Panache 2450 Wake Edition? The answer has to be a resounding yes. We were very impressed with the original Panache 2450 when we tested it a number of years ago and the new Panache 2450 Wake Edition still manages to tick all the right boxes. Linex Yamaha's carefully selected additions and enhancements to the Wake Edition cleverly creates a boat that provides everything needed to enjoy that special day skiing or wakeboarding with friends.

The new Panache 2450 Wake Edition starts at R675 000.

For more information, contact Linex Yamaha on (011) 251 4000. LB

Words by **Stuart Reichardt**

STERKFONTEIN DAM

RECHARGE YOUR BATTERY AT THIS PLEASING PLACE OF POWER



Sterkfontein Dam is a 7000ha delight of watery wonder situated near Harrismith in the Free State. It houses the biggest hydro-electric power plant in South Africa. The dam itself is located within an 18 000ha nature reserve which offers many different varieties of beautiful flora and fauna as well as compelling landscapes and a number of outdoor activities such as fly fishing, birding and boating to suit the whole family. Sterkfontein Dam forms part of the Tugela Vaal water transfer scheme, which is a pumped water-storage scheme involving the net transfer of up to 630 million m^3 of water. The dam lies a few kilometres from the edge of the Drakensberg Escarpment in the upper reaches of the Vaal Dam catchment area. The grassed mountain slopes, lushly vegetated kloofs and steep gorges typify this area and create the most scenic backdrop for those seeking to get back to nature.

Going on long walks in the breathtaking landscape or fishing as the waters lap gently at your feet is one way to wash away the"work and business blues". Water sports are a must and the fly fishing at Sterkfontein Dam ranks as one of the best on the African continent. Be prepared for the yellowfish to put up a very good fight as they are renowned for their gameness. Smallmouth bass are more common catches than the largemouth bass and the clear waters lend themselves to sight fishing, which is always a plus. Ask the locals about best fishing areas on the dam and they might direct you to spots such as The Cliffs, Whale Rock, Coots Corner, Short Wall, Sandy Bay, Bird Island, North Pier, Ledges, South Pier and Bird Island Bay. If you ask nicely, they might even tell you what fish you can expect to catch at their prized locations.

BIRDS, BUCK AND BEAUTY

If it's animals and birds you're looking for when the others are out on the water, you could well see wildebeest, mountain reedbuck, blesbok and springbok out on the rolling plains. You might even catch a glimpse of an African wildcat if you have a keen eye. As a birder, you will be amazed at the more than 230 bird species in the area. You might even spot a Cape vulture or a bearded vulture, (no it's not Oom Klaas waking up from his afternoon nap) if you're lucky.

ACCOMMODATION AT THE DAM

There are many self-catering chalets in the reserve and camping facilities with electrical points. There is no shop in the reserve, so a 25km trip into Harrismith is required to replenish provisions. For those in search of a little more luxury, the Qwantani Berg and Bush Resort can be found on the

other side of the dam where you will be pampered to perfection. Personally, I love sitting at the campfire, right next to the water as it dances and comes alive in the moonlight. When my eyes begin to droop, it's only a few steps to the warm confines of my tent where I can drift off to exciting dreams of outdoor adventures, wonderful wildlife, cavernous kloofs, fierce fighting fish, fiery campfire flames and ...

STERKFONTEIN MAKES YOU STRONG

Sterkfontein offers all its visitors the chance to take in a scenic beauty that is undisturbed and offers tempting tranquility to all who are willing to shake off the stresses and strains of city life. Nature flourishes at your doorstep and it is a vacation destination that will suit the whole family. And, if you are not fortunate enough to see a real bearded vulture, watching Oom Klaas stumble out of his tent after his midday siesta is equally rewarding and very funny, because he always trips over the tent's guy ropes. LB









STERKFONTEIN CONTACT INFORMATION

Sterkfontein Dam Nature Reserve for bookings
Tel: +27 (0)58 622 3520/1093/3892
Qwantani Berg and Bush Resort
Tel: +27 (0)58 623 0882
Free State Tourism Authority
Tel: +27 (0)51 411-4300
Email: info@freestatetourism.org
David Weaver (fly-fishing information and guiding services)
Tel: +27 (0)83 303 4230

HOW TO GET HERE

Sterkfontein Dam is located outside Harrismith in the eastern Free State. Access is from the R74 on the Oliviershoek Pass from KwaZulu-Natal and Harrismith. From Johannesburg, take the N3 towards Durban and turn off at the Harrismith sign.



WATER SPORT REPORT

Words and pictures by **Travis Fisher**

December is finally here and it's time to pack up your skis and head out to the waterway of your choice because things are cooking out there! Remember, whatever you are doing in the water, be safe and enjoy it.

DECEMBER EVENTS:

Bon Es Slalom Season Opener: 12-13 December 2015, Bon Es Dam, Western Cape. Spectators are welcome. Come down and see South Africa's top water skiers perform in all three of the slalom-, trick and ramp events at the first competition of the 2015/2016 South African water skiing calendar.

SLALOM 101 – SLALOM MISCONCEPTIONS

On my recent trip to the US, one evening a group of instructors and I performed a classroom session entitled Slalom Skiing 101. During this session I gained valuable insight into what skiers thought and that is where the idea for this article was formulated. I will be concentrating on some of slalom's biggest misconceptions over the next few issues. In this article we are going to look at why skiing on your back foot doesn't help you at all on the slalom course, whether you trying to get across the wakes more quickly, turn more efficiently or even slow down.

Many skiers believe that by pushing down on their back foot, we are able to slow the ski down, as we are essentially now pushing the ski through the water instead of riding on top of the water. This is an old school technique and is incorrect in modern-day skiing. The best way to get a ski to slow down is to push all your weight onto your front foot. By doing so you will have more ski in the water, which will mean that you will slow down a lot faster. So, remember, next time when you find you are coming into your turn or gate too fast, bring all your weight to the front of the ski in order to retard forward movement.

Another misconception about riding on your back foot is that if we put all our weight on our back foot as we finish our turn, as well sit down on the back of the ski, we will go faster across the wake. This is incorrect. The most efficient stance for a water skier is to be balanced







over the ski. By pushing down on your back foot through the wake, the tip of the ski will ride out the water, meaning you won't be able to generate the required degree of angle going across the wakes because you won't be able to point the ski in the desired direction. What you need to do here is to be more on the front foot.

A common mistake is made by riding on the back foot out the turn. This tends to fight the boat due to the exaggerated backward lean. With modern, approved tournament boats, you need to use the boat to your advantage, so instead of leaning back, you need to lean across in order to travel in your desired cross-course direction.

Lastly, a mistake that is often made is that you can't get the ski to turn because all our weight is on the back or tail of the ski. If you have ever watched a car drift, you will notice how the back of the car slides around while the front part of the car seems anchored in the same place. The same thing applies with water skiing. In order for you to turn efficiently and easily, the best way is to transfer most of your weight to the front foot so the back of the ski can finish coming around and you can complete the turn.

Remember, rocking onto your back foot doesn't achieve anything except push water and spray into your face. Stay balanced over your ski in order maximise your angle, slow the ski down and turn more efficiently.



If you have any questions for Travis Fisher, he can be contacted via email on travis@skireflex.co.za, or through the website www.waterskisa.co.za.

STOKECITY WAKEPARK

WHERE WATER SPORT DREAMS ARE REALISED



Words and pictures courtesy of **StokeCity WakePark**







You don't own a boat or your own equipment? Are you tired of braving packed public lakes and contending with rough water on the weekends? Are you ready to dramatically improve your skills on the water? Do you have difficulty finding the time to get out onto the dam? Does this sound all too familiar to you? If it does, don't fret, we have found the perfect solution just for you.

For those of you who love being on the water, it really doesn't matter how you get there, as much as being on the water matters! The more often you can get out, the better. Right?

We'd all like to spend hours at a time out on the river, dam or lake of our choice but unfortunately the pressures of daily life don't always allow us to pursue our favourite pastime. Add to our busy schedules, the time needed to tow the boat to the waterway, fuelling the boat and preparing all the equipment and it all can become a tad tedious when time is scarce.

But, don't throw in the towel just yet! There is a way to get more time on the water on a regular basis! Introducing StokeCity WakePark, Gauteng's best kept secret – a cable park that offers wakeboarders, skiers and kneeboarders the time of their lives, conveniently nestling halfway between Johannesburg and Pretoria, just off the N1 freeway in Midrand. The cable system at StokeCity can pull up to nine riders at a time and runs in a continuous counter-clockwise direction. It is the ultimate party playground to come hang with friends and family. Whether you want to learn something new, play in the water, or simply relax in the shade and take in the action, StokeCity offers all that and more. Apart from fantastic family entertainment for those wanting to escape the hustle and bustle of their daily lives, StokeCity has also worked hard to cater to the full spectrum of water sports enthusiasts from serious shredders to those new to water sports who want to get their feet wet for the first time. Yes, if you're a novice, you'll fall off many times but it won't be long before you're throwing away your training skis and shredding up a storm.

Getting quality time on the water has become much easier at StokeCity WakePark and what's more, you don't need to schlep all your gear around, as they have a rental store where you can hire combo skis, kneeboards, wakeskates and wakeboards! They even have a specially designed wakeboard which incorporates a seat available to people with disabilities.

There is a two-tower cable system called 'The Straight' that literally is what is says; a straight 220m cable that is perfect for beginners and those wanting to take their flat water tricks to the next level. Kids absolutely love this form of cable system for kneeboarding, skiing and wakeboarding, feeling safe in the knowledge that cable speed is being controlled by the operator who has a bird's-eye view of proceedings.

The main tow cable is a five-tower cable that offers an 870m course of pure water sport bliss. You select the shred ▸

stick of choice, and once you're off the dock, you can carve out your own fun. StokeCity WakePark offers a variety of obstacles on the course and caters to everyone's skill level, from smaller kickers and rails, to the 'Green Mile', a 30m long box of grinding fun.

You'll be stoked that you chose StokeCity WakePark and the benefits of riding behind the cable will be clearly evident when next you get behind a boat!

If equipment is your worry, or you need to upgrade some of your outdated gear, the ProShop at the cable park is a veritable treasure chest of goodies. You'll find wakeboards, bindings, wakesurfers, wakeskates, kneeboards, combo skis, slalom skis and selection of related accessories, making it the most comprehensively stocked store in South Africa. Owner-run and managed, you can count on always getting the best advice, service and choice of equipment available in sunny South Africa. They stock all the major global brands such as LiquidForce, Hyperlite, Byerly, HoSkis, StraightLine Sports and Accurate Lines.

So, what are you waiting for? Pay the crew at StokeCity WakePark a visit, you'll be Stoked you did! LB

StokeCity WakePark
(011) 314 3589
Cnr R562 & Olifantsfontein Road,
Glen Austin, Midrand
Stokecity.co.za
info@stokecity.co.za
Facebook.com/StokeCityWake
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TOWING TIPS

Words by **Stuart Reichardt**



Towing behind your boat requires care and finesse

Towing is no longer restricted to skiing and wakeboarding as there are numerous other disciplines such as wake skating, knee boarding, tube riding and multi-person inflatable riding that have joined the fun watersports fray. With this increase in towing watersport traffic comes the need to be more careful and a lot more vigilant on the waterways. *Leisure Boating* went in search of 10 top tips that will improve your towing abilities and reduce accidents.

• SAFETY SESSION

Always wear an approved PFD that offers you premium protection when being towed. Use a PFD that fits snugly and won't slip off if you hit the water at speed.

• CHECK YOUR GEAR

Before entering the water, ensure that your gear is in order and does not show any signs of significant wear and tear. If your equipment does show signs of deterioration, replace it with new equipment. This includes everything from tow ropes to general equipment.

• KNOW YOUR WATERWAY

It is always advisable that you get to know your waterway the best you can. If it is your first time at a particular waterway, take time to inspect it from your boat for sand banks, shallow water, rocky outcrops, docks near the shoreline, swimmers, pilings, other watercraft and any dangers that could present

themselves. It is always a good idea to ask the locals for advice.

• ENGINES OFF

Always turn off the engine when a rider enters and exits the water. The propeller can be very dangerous and the boat's exhaust produces carbon monoxide which has detrimental health implications when inhaled.

• SPOT YOUR RIDER

Always have a spotter to check the progress of the riders behind the boat. The spotter can also communicate easily with the driver when the rider indicates he wants more or less speed or whether they wish to turn or stop.

• INFLATABLE TUBES

Always adhere to the maximum person or weight recommendations set out by the manufacturers of the tubes. Exceeding these recommended maximum allowable limits can endanger the lives of those being towed.

• HAVE LIMITS

Being the boat owner, it is your responsibility to ask those being towed what their limits are and to impart the need for the use of correct hand signals. That way, those being towed will be able to operate at a speed that is in line with their ability.

• REAL RESPECT

Always respect the person being towed, other boaters in the area and even those residents who live in close proximity to the water. You're a temporary waterway resident, not the owner of it.

• DEFINED DISTANCES

As a rule, always keep your skier at least two times the length of the tow rope from the shoreline.

• NO ALCOHOL

Drinking or drugs on a tow boat will impair the skipper's ability to take sensible action should it be required in the event of an emergency. Keep your boat free of alcohol and drugs.

Having the time of your life on the water is not all about power and glory, it's more about maintaining a sensible head. LB











Words by **Stuart Reichardt**

BEST BOATING ETIQUETTE

Minding your manners when on the water and at the marina

Recreational boating has many customs, traditions and etiquettes related to it, which relieve the stress of pitting your skills against the elements. By adhering to these 'rules of the road' you will not only increase the levels of your enjoyment, but you will vastly improve your boating experience.

OUT ON THE WATER

The rules of the road basically apply when you are underway on a boat. The onus is on the skipper to avoid any collisions with other vessels on the water. If you are going to overtake a slower boat on open water, keep as much distance between you and the other vessel as you can and reduce your speed. This will ensure that the other vehicle is not rocked by the wake of your boat. If you speed past a boat and hear the cook cursing from down below, you might find that there is fried egg plastered all over the walls and there is coffee awash on the floor of the galley. Don't be the loud, big wake-generating power boat that rocks the boat … excuse the pun.

MOORING MENACE

Always enter a mooring area at slow speed. You don't want to burst in at high speed, creating an unnecessarily large wake. The people on the boat next to you might be enjoying sundowners and the last thing they want is bubbly on their brogues. Remember not to get too close to other anchored boats as you don't want to bang hulls or get your anchor lines ensnared. If you need to use a spotlight on your boat when docked at the marina, ensure that you don't constantly shine it in the eyes of people on neighbouring boats.









SWEET SOUNDS
Sound also carries long distances on the water, so ensure you keep your noise levels to a minimum when docked at the marina.

FOOD MOOD
Don't leave food lying around on your boat as it attracts cats, rats, cockroaches and flies. Your neighbours won't like it either.

REFUEL RULE
When refuelling your boat, don't wander off, because there is every likelihood that other boats are waiting to refuel. Follow the proper procedures when refuelling, pay for the fuel and then move off to allow other boats a chance to get their quota.

MARINA MUSTS
Always assist other boaters in your vicinity with their tie lines. It is good practice to assist other boaters. Make sure your power cords are placed so that they are not a tripping hazard. Don't leave your boat cleaning implements strewn all over the dock. Not only are they a tripping hazard but they are also unsightly. Keep the music levels way down when at the marina, or off. Your neighbours might not have the same music tastes as you. Shut off all electronic equipment such as your VHF radio, as its constant squawking will keep fellow boaters awake.

GUEST LIST GOODIES
Explain to your guests in advance what is required on your boat. Offer them advice on what appropriate clothing to wear (non-slip shoes are a must) and tell them of any specific rules that pertain to your boat, such as the boat's smoking policy or the use of alcohol on the boat. If guests are staying the night on your boat, explain to them how the ablution facilities and showers work. Another important feature that the boat owner must explain to guests is the emergency procedures. All guests should be aware that littering is not allowed.

SLIPWAY SUGGESTIONS
Put your boat in the water from your trailer as quickly and efficiently as possible. The same applies to getting the boat out of the water and back onto the trailer. There will often be other boats wanting to come in or go out. Delegate responsibilities to crew members to cut down your time spent at the slipway.

Everyone enjoys being out in their boats on the water and having fun in the sun. But, always be cognisant of those boats around you and if you ever notice a boat in distress, simply pull up alongside and ask them if they need your assistance. Good boaters always look out for their fellow man. LB

THE OCEAN'S ELEVEN

Words by **Stuart Reichardt**

Equipment that should be standard fare on all boats



INFLATABLE PFDs, PFDs AND LIFE RINGS

Inflatable PFDs offer a lightweight and comfortable alternative to normal PFDs but both are important to have on board. Life rings with long lines attached to them are also very effective in assisting someone who has fallen overboard.

PERSONAL LOCATOR BEACONS

Also called PLBs, this device is used to find a man overboard. PLBs are particularly useful for alerting nearby vessels to your position while making rescue a whole lot easier.





FLARES

Red flares are typically used to signal distress at sea. They can be used to signal other vessels and aircraft. There are two types of flares that are most commonly available and these are flares shot from a flare gun (looks like a traditional pistol) or the rocket-propelled parachute flare which goes higher and burns for longer than a flare shot from a flare gun.



DRIFT ANCHOR

Having a drift anchor or sea anchor to stabilise the boat in heavy weather is important. It can be used to slow down your trolling speed and slow down drift. Different sea anchor stock sizes apply to different sized boats.

SECONDARY PUMP

A secondary pump, sometimes called a crash pump, is simply a pipe that can be connected to the raw-water intake which acts as a highly effective bilge pump. If your boat does not have a crash pump, then a high-volume hand pump should always be kept on board in case of an emergency.

VHF RADIO

Having a VHF radio on board is critical to making contact with first responders in the event of an emergency. Making a distress call will put all the other boaters in your vicinity on notice.

REPLACEMENT PARTS

Carry spares of the most commonly used parts for the boat such as pump impellers, spark plugs and an extra V-belt.



THERMAL CAMERAS

Thermal cameras have become an important part of the boater's arsenal and their use in thick fog or at night has saved many lives and stopped countless accidents. A thermal camera can easily pick up a boat at least a kilometre away and a person in the water at 500 metres.



A LIFE RAFT

Life rafts are a necessary requirement by law on all sea-going vessels. Having a life raft on board that has an insulated floor and allows easy boarding is best.

FIRE EXTINGUISHERS

A fire extinguisher is a must for all boats. Go for the larger extinguisher as it offers a much greater discharge (up to six times greater) from a B11 extinguisher. Though discharge times are very similar, the larger capacity extinguisher discharge amounts differently.





TOOL KIT

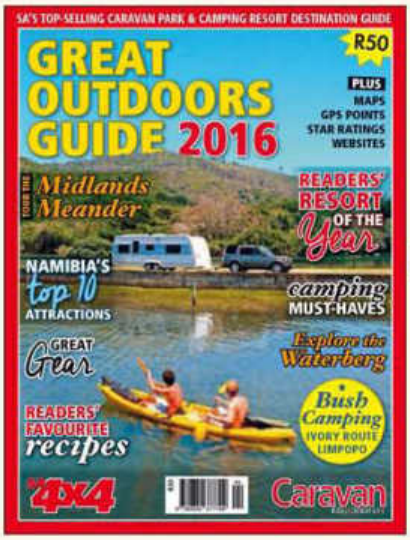
Having a fully stocked tool kit on board will allow you to do those all-important repairs on the fly. Without a tool kit, what was a simple repair could become a much bigger problem.

FIRST AID KIT

A complete first aid kit is a must for a boat because accidents are going to happen. Whether it is for fish hooks that embed themselves in someone's finger, cuts, sprains or scrapes, these can be expected, so be prepared with a quality first aid kit that has a full selection of antiseptic ointments, eye drops, stomach remedies, antihistamine, sunblock and bandages, as well as a first aid booklet. LB

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LANGENHOVEN PARK	Bloemfontein	Free State
PRELLER SQUARE	Bloemfontein	Free State
MEYERSDAL SQUARE	Benoni	Gauteng
OR TAMBO	Benoni	Gauteng
SQUARE AT FARRAMERE	Benoni	Gauteng
BASSONIA	Johannesburg	Gauteng
BRYAN PARK	Johannesburg	Gauteng
CROWTHORNE	Johannesburg	Gauteng
GRAYSTON	Johannesburg	Gauteng
HYDEPARK	Johannesburg	Gauteng
LONEHILL	Johannesburg	Gauteng
NICOLWAY JHB	Johannesburg	Gauteng
NORTHCLIFF	Johannesburg	Gauteng
NORTHWOLD	Johannesburg	Gauteng
PARKTOWN QUARTER	Johannesburg	Gauteng
ROSEBANK	Johannesburg	Gauteng
SANDTON	Johannesburg	Gauteng
SUMMIT ROAD	Johannesburg	Gauteng
VICTORY PARK	Johannesburg	Gauteng
BROAD ACRES	Krugersdorp	Gauteng
LIFESTYLE CROSSING	Krugersdorp	Gauteng
TOWN SQUARE	Krugersdorp	Gauteng
BROOKLYN	Pretoria	Gauteng
HAZELDENE	Pretoria	Gauteng
LYNWOOD	Pretoria	Gauteng
THE CLUB WATERKLOOF	Pretoria	Gauteng
VANDERBIJL	Vereeniging	Gauteng
BALLITO BAY	Durban	Kwazulu Natal
GRANADA CENTRE	Durban	Kwazulu Natal
LILLIES QUATER	Durban	Kwazulu Natal
SHELLEY BEACH	Durban	Kwazulu Natal
HOWICK	Newcastle	Kwazulu Natal
NELSPRUIT CROSSING	Nelspruit	Mpumalanga
CANAL WALK	Cape Town	Western Cape
CAPE TOWN AIRPORT	Cape Town	Western Cape
CONSTANTIA	Cape Town	Western Cape
DURBANVILLE	Cape Town	Western Cape
GARDENS	Cape Town	Western Cape
HOUT BAY	Cape Town	Western Cape
LONG BEACH MALL	Cape Town	Western Cape
MILNER ROAD	Cape Town	Western Cape
PALMYRA ROAD	Cape Town	Western Cape
PLATTEKLOOF	Cape Town	Western Cape
STEENBERG	Cape Town	Western Cape
TYGERVALLEY	Cape Town	Western Cape
VICTORIA & ALFRED W	Cape Town	Western Cape
WEST COAST VILLAGE	Cape Town	Western Cape
PAARL MALL	Paarl	Western Cape
WATERSTONE VILLAGE	Paarl	Western Cape

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WE TAKE A POKE AT 'THAT OKE' AND WATCH HIM GO UP IN SMOKE

Words by **Stuart Reichardt**



There's always one: "the oke" who comes brandishing only a boep and boardshorts, yet he makes it onto the A-list of invitees for the boat party. This boet, armed with his 'deep south' way of speaking, brings nothing to the party – not even a T-shirt. He has a massive thirst for whatever beverages are available and to make matters worse, he can't fish and ends up eating all the chow! For him, waterskiing isn't an option, so forget that tight turn to send him on a scenic tour through the campsite. In light of the boarder who always seems to get the boat party to DEFCON level 1, we delve into the depths of being a good guest to ensure you're invited back.

RULES OF ENGAGEMENT FEEDING FRENZY – RULE # 1

If you've been invited to spend the day on a boat, or to a boat party, come prepared with food. A packet of crisps doesn't cut it. Don't arrive with nothing and then proceed to eat everyone else out of house and home. Bring more than your fair share of food; you are going to get hungry!

BOOZE CRUISE – RULE # 2

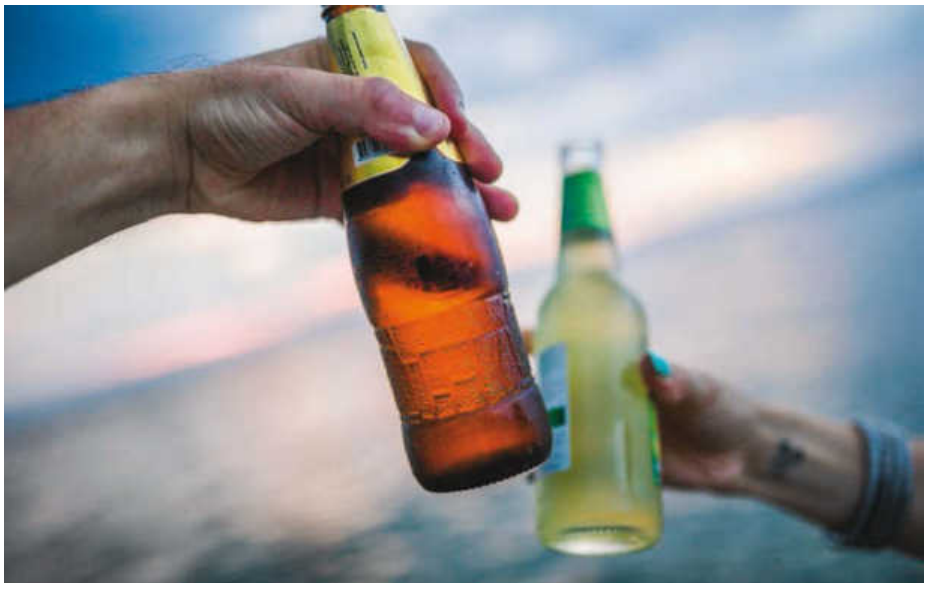
Don't finish your Energade on the dock, then promptly climb aboard and proceed to slug down every beer, cider and cool drink in the place. Bring ample drinks and cool drinks to last you the entire day. A sub-category of the Booze Cruise rule # 2 is don't get so hammered that you can't stand up straight. Maintaining your composure with a friendly smile and an amiable disposition will get you an invite to the next boat party – spewing five litres of strawberry flavoured booze all over the blonde goddess in the pink bikini won't.

BAD AD-ONS – RULE # 3

Don't assume you can bring friends, relatives or your mother-in-law who says she fishes. You received the invite, not your extended family or friends. What's more is that the boat owner has catered for a certain amount of people and if everyone brings a bad ad-on, the boat will start looking like a refugee barge. If you have to take a friend, ask the host beforehand if there is additional space for one – not your whole entourage.

LEAVE IT LIKE YOU FOUND IT – RULE # 4

Don't toss your empty beer cans and cigarette butts into the water. This offence will ban you for life from the boat. It is important to keep our pristine waterways free of litter so that we can enjoy boating on them for many years to come. Most captains keep a bin on board for a reason – so use it. Similarly, when the day is done, don't hop off the boat and head home. Tidy up the boat and even offer to clean the hull.



The captain has spent the day being the designated driver and the last thing they feel like doing is picking up after everyone.

BRING BACKUP – RULE # 5

Don't borrow sunscreen and slather it on like butter on a fresh baked loaf of bread, or ask for a pair of sunnies and a hat. People don't like to lend out their personal possessions. Bring a towel if you're going to swim – you may not mind drip drying all over the seats but the skipper might.

CAPTAIN MY CAPTAIN – RULE # 6

The captain is in charge. What the captain says goes as he or she is responsible for the safety of the people on the boat. Don't drink too much beer and try to wrestle the wheel away from the captain or start a fight on the boat. You're outnumbered, remember that, and it's a long way to swim back to the campsite.

PUNCTUAL PETE – RULE # 7

Be punctual and never keep the whole party waiting – you don't want to be running down the jetty, waving and shouting at the boat as it powers off into the distance. Be there at least half an hour before your intended departure time.

SAFETY SAVVY – RULE # 8

Don't attempt a triple somersault pike dive, with a high degree of difficulty, off the back of the boat and break an arm. Don't sit on the side rails of the powerboat when it is moving at high speed and NEVER jump out of a moving boat.

DJ DOUG – RULE #9

We all like good music so don't insist on playing your three-hour playlist of dubstep. If the captain wants to change the tunes to something that won't melt your brain, don't whine about it. Bear it in mind that sound can travel across the water. You might enjoy "DJ Rattlesnake and the Psycho twins", but be courteous to others and don't dangerously straddle the fine line of blowing the boat's speakers. LB



Words by **Stuart Reichardt**

PROPER PROPELLERS

The correct propeller for the correct performance

The propeller is an important and vital component of any boat. Every motor has a correct rpm operating range and choosing the right propeller for your boat determines that the best fit will be a propeller that prevents the engine from over-revving but allows it to reach the minimum rpm rating where the maximum horsepower is produced. The correct propeller size is determined in part by the wide open throttle (WOT) operating range which can be located in the owner's manual and is expressed in horsepower at a particular rpm.

CUPPED OR UNCUPPED?

The two main variants of propeller are the uncupped and cupped version. The uncupped propeller does not have any cupping at the trailing edge of the blade. The cupped lip of the cupped propeller offers improved bite in the water and typically results in higher top-end speeds.

TEST YOUR EXISTING PROPELLER

Determining the maximum obtainable rpm by using the wide open throttle (WOT) test is the way to go. If the motor revs beyond the suggested maximum rpm set out in the user manual, you might need to increase the pitch of your propeller's blades to reduce the rpm. A two-inch increase in the bend on the blades will result in approximately a 250 to 400 rpm reduction. Switching from an uncupped propeller to a cupped propeller will also reduce the rpm of the motor. Conversely, if the motor has a problem reaching its suggested maximum rpm range, the pitch of the blades needs to be decreased. Pitch increases are usually in larger four-inch increments for twin-engine boats.

THE PROP FOR YOUR CRAFT

Boats that require higher top speeds, such as ski boats, utilise propellers that have a higher pitch. Cruisers typically use a propeller with a lower pitch to benefit from the low-end power. It is always highly important for the wide open throttle (WOT) rpm rating that



appears in the user manual be adhered to. If the motor can't reach the suggested rpm range, the motor will be operating under excessive load and this can cause damage to the engine. Having the wrong propeller on your boat is often the cause of premature engine failure.

PROPELLER PROPERTIES

Propellers are made of either stainless steel or aluminium. Aluminium propellers are ideally suited to small and medium-sized boats while being traditionally a lot cheaper than stainless steel props. The advantages of stainless steel propellers are that they are available in larger pitch sizes and they don't flex as much under power. Aluminium propellers bend when in use and thus the overall size of the propeller is reduced by close to one pitch size. Stainless steel props also offer extra bow lift which allows the boat to go faster at higher speeds in turbulent waters.

DETERMINING PROPELLER SIZE

The size of a propeller is determined by two sets of numbers. The diameter is always displayed first with the pitch rating following it.

DETERMINING DIAMETER

The diameter is double the distance from the centre of the hub to the tip of the blade.

PITCH PERFECT

Pitch is determined by how much the propeller moves the boat forward in one full revolution.

THE REAL REVOLUTION

Ensuring that your boat has the correct propeller is vital for the longevity of the motor. If you need additional advice on which propeller is most suited to your engine, stop off at your nearest boat dealer and ask one of the knowledgeable staff members for the information you need. They'll be only too happy to assist you. What's more, George Clooney and Mark Wahlberg would never have made it through "The Perfect Storm" with a faulty propeller. LB







Words by **Stuart Reichardt**

SLIM AND TRIM

Getting yourself and your boat perfectly trimmed for summer

We all like to be slim and look our best for summer and that is why we feverishly put ourselves through stringent gym paces in the months prior to the sunny season. It makes us feel good and we operate that much better when we are in peak physical condition. To keep your boat running perfectly and having it glide effortlessly across the water means understanding the trim of your outboard motor. If you have just purchased a new boat or a good used one, it might take a bit of practice to attain the perfect trim, and, should you be a complete novice to boating it is a good idea to ask your marine dealer – or an experienced boater – for assistance when learning how to trim your boat. Optimising the 'hole shot' and generating peak efficiency from your motor through the careful control of trim will have your boat planing in record time and saving you lots of money in reduced fuel bills.

THE BEST POSITION

The first thing that needs to be understood about getting the trim correct on a boat is that the weight distribution should be as close to perfect as possible. This is usually left up to the skipper to delegate where the passengers should sit and other details such as fuel tanks and iceboxes being stored to offer even distribution allowing for easy trimming. Too much weight on one side of the boat will cause it to steer badly, with the ride being uncomfortable and the correct trim conditions even more difficult to attain.









TRIM TREMENDOUSLY

Trimming a motor is not an exact science and this is the reason that getting to know your particular boat is imperative to understanding how to trim it correctly in the many different conditions it will encounter when out on the water. There are numerous determining factors that influence how the boat is trimmed – such as the many varying sea conditions – including wind, swell, chop and wave action. The direction of the boat, in the given conditions of the day, also determine how the boat will trim.

TYPES OF TRIM

Trimming In

- Lowers the bow in the water
- Results in the boat planing more quickly, particularly with increased load
- Improves ride in choppy seas
- Increases steering torque or pulling to the right.

Neutral Trimming

- Lowers the bow in the water
- Improves fuel efficiency
- Propeller shaft sits parallel to the surface of the water.

Trimming Out

- Lifts the bow
- Increases the top speed of the boat
- Increases clearance in shallower waters
- Increases steering torque or pulling to the left
- Can cause the boat to bounce or porpoise if used excessively
- Can cause cavitation of the propeller and result in over-revving.

INCORRECT TRIM

When the bow is visibly pushing water and the hull is throwing a lot of spray, it is an indication that the outboard motor is trimmed too far in. When the outboard motor is trimmed too far out, the stern becomes buried and the bow is lifted a little higher. In larger swell or waves, a bow-heavy boat can easily broach. Rectifying a boat's direction when it has broached is the same as the manoeuvre necessary to correct a skid in a car, and this involves steering into the original direction being travelled. In other words, turning into the skid/broach will help pull the boat in the right direction.

GET TO KNOW THE BOAT

Even experienced skippers need to familiarise themselves with a new boat or a boat they are not accustomed to. Different boats react differently to the conditions they face on the water, thus taking time to get to know how each particular boat reacts is important.

TEST YOUR TRIM

When the angle of your trim is too great, the boat will lose speed and the revs will climb due to the propeller not being able to gain purchase on the water. Now try a few tight turns with the boat to see how your trim responds under these conditions. It is often necessary to trim in prior to these turns to ensure the propeller does not lose its grip. Trimming out for straight running will give added speed without the need for applying more throttle.

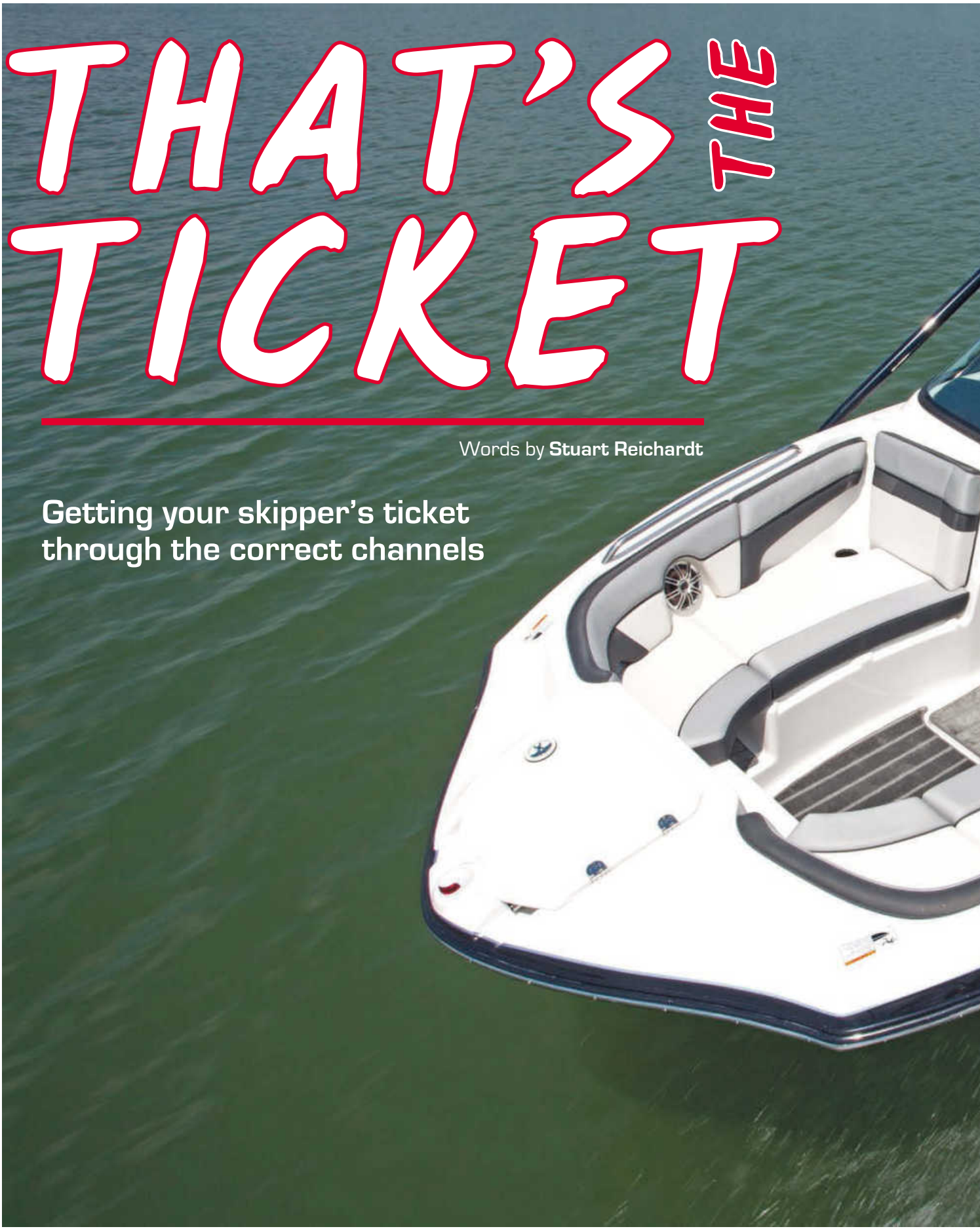
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THAT'S THE TICKET

Words by **Stuart Reichardt**

Getting your skipper's ticket through the correct channels




SAFETY STARTS WITH THE SKIPPER • SAFETY STARTS WITH THE SKIPPER •
SKIPPER'S
TICKET



Since the new safety laws concerning sea and inland watercraft were implemented in 2009, all vessels now fall under the regulation of the South African Marine Safety Authority (SAMSA).

With the implementation of the new regulations, all vessels greater than 15 hp require a minimum category R skipper's ticket. To use a vessel on inland waters such as dams and rivers, a minimum of category R skipper's ticket is needed. The vessel or craft being used on the water needs a minimum of a 30% buoyancy certificate issued by a SAMSA appointed agent. All skippers of motor vessels of more than 15 hp and sailing vessels of nine metres and more in length must be certificated.

A certificate of fitness (COF) is required for the craft and a certificate of competence (COC) is mandatory for the skipper. Once a skipper has obtained the COC through a SAMSA agent, it does not need to be renewed annually. The COC can be upgraded to a higher certificate if desired. The boat's certificate of fitness does need to be renewed on an annual basis. Regulations are enforced by SAMSA agents at boating clubs and launch sites.

JETSKI REQUIREMENTS

Even jetskis that are over three metres in length require the necessary safety equipment as set out by SAMSA. A jetski is classified in the following categories:

- Category R for use in inland waters
- Category E for use no more than one nautical mile from shore
- Category D for use in less than five nautical miles from shore.

Remember, that you need to have the relevant skipper's ticket to go out to sea in any watercraft.

GETTING YOUR SKIPPER'S TICKET

Below are the different skipper's courses that are available for the various levels of competency.

- **CATEGORY R SKIPPER'S COURSE (INLAND WATER BODIES ONLY):** This is usually a one-day theoretical course that is held in a classroom. A pre-examination task and a national exam will have to be completed. A minimum of 25 hours inland water time must be

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logged to qualify for a category R ticket and a practical assessment will also have to be completed.

- **CATEGORY E SKIPPER'S COURSE (LESS THAN ONE NAUTICAL SEA MILE LIMIT):** This is a one-day theoretical course that is held in a classroom. A pre-examination task and a national exam will have to be completed as well as a nautical exam. A minimum of 20 hours sea time is required for a category E ticket and a practical assessment will need to be completed.
- **CATEGORY C SKIPPER'S COURSE (LESS THAN 15 NAUTICAL SEA MILE LIMIT):** This is a one-day theoretical course that is held in a classroom. A pre-examination task needs to be completed as well as the nautical examination. A minimum of 25 hours sea time is mandatory to qualify for a category C licence.
- **CATEGORY B UPGRADE SKIPPER'S COURSE (LESS THAN 40 NAUTICAL SEA MILE LIMIT).** The qualification criteria for this course require you to be a category C skipper with a minimum of 100 hours sea time being logged. This course will teach you how to navigate and plan a sea trip. Once you have this qualification you can apply to become a Coastal Skipper (night rating). To qualify for this course you have to be a qualified Cat C skipper and must have logged a minimum of 100 hours sea time. You will be taught how to navigate and plan your journey and given an exercise in advanced navigation. On completion of this course, you can apply for a Coastal Skipper Night Rating ticket. You will need to complete a Ship's Lights Test and have completed an additional 50 night hours of sea time.

It is imperative that all boat owners have the correct certification to ensure their compliance with the safety regulations set out by SAMSA. With your skipper's ticket you will have the necessary knowledge to safely negotiate the waterways you desire.

For further information regarding the skipper's courses that are available, visit the SAMSA website at www.samsa.org or email them on smallvessels@samsa.org.za. LB



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VHF DSC RADIOS - THE NEW STANDARD



Why the new VHF DSC radios could save your life

Words by **Stuart Reichardt**

The Global Maritime Distress and Safety System (GMDSS) is a global system which is designed to cater for all types of boats, from large tankers to small craft. The reason for adopting this system is to provide a single internationally recognised marine radio system. Presently we have two marine radio systems running in parallel - the GMDSS, which is used by merchant ships, and the old manual radiotelephone system, used by smaller recreational boats. We all need to talk to each other when the chips are down. The most suitable GMDSS communications system for recreational boaters is the VHF DSC system that allows automated communication with all types of vessels as well as shore stations.

WHAT ARE THE ADVANTAGES OF VHF DSC RADIO?

Once the single distress button on the radio has been depressed, the following forms part of the call that goes out to all DSC equipped boats:

- the identity of the calling station
- the position, if a GPS receiver is connected
- the priority category of the call which can be distress, urgent, safety or routine
- distress calls will automatically repeat until stopped by an acknowledgment message.

VHF DSC is particularly useful if the crew have to abandon ship. It is simply a red distress button that needs to be pushed and the signal will be sent until your boat sinks. The VHF DSC radio has a feature called position polling. This automatically allows another station to request your GPS positioning, if the GPS is connected.

WHAT DOES VHF DSC DO?

The DSC paging system uses data signals to automate the reception and the transmission of the calls via the VHF marine radio channel 70. Simply, a DSC distress message is a brief burst of digitised information transmitted from the boat in distress to a variety of other stations. Each DSC radio has a unique number, very much like a mobile phone but unlike the mobile phone application, the DSC message is distributed to every other radio within range. The DCS system is used by coastal monitoring stations, ships and boats to relay distress signals, as well as other matters of urgency and dangerous on-water traffic-related instances. All DSC radios should be connected to a GPS unit.

THE IMPLEMENTATION OF THE DSC SYSTEM

SAMSA has recently taken over the Telkom stations and these stations run along the coastline and offer assistance to ships and boats in distress. All distress signals will be repeated back to the closest responding station and then directed to Cape Town where the necessary authorities will dispatch rescue

vessels from the nearest station. Though all VHF radios now come fitted with the DSC function, which is the world standard, the DSC distress infrastructure is still being implemented along the South African coastline and it will be a while before it is up and running.

In maritime notice number 4 of 2015, of the South African Marine Safety Authority states the following regarding the changing systems:

- The renewal of the Telkom/ Department of Transport SOLAS Service Agreement was signed on the 14th January 2014. This is the Agreement whereby Telkom Maritime Services provides SOLAS distress watch keeping and Maritime Safety Information Services.
- The Agreement shall be fully implemented by 01/07/2015 and South Africa shall declare GMDSS Sea Area A1. Sea Area A1 is defined as: "A coastal area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available".
- The existing analogue shore based radio equipment will be replaced by digital equipment. For small vessels to interact with the digital equipment, a VHF radio with DSC capability is required. This will also ensure inter-operability between all vessels.
- A DSC distress alert sent on VHF CH 70 has the following advantages over the traditional radiotelephone Mayday call transmitted on VHF CH 16: a. A digital signal travels further than a voice signal – improved range of transmission; b. Distress alert (undesignated) provided with the single press of a button; c. The position is included in the initial distress alert.
- VHF CH 16 aural watch keeping will be maintained by Telkom Maritime Services until April 2018 to allow all vessels to make the transition to DSC carriage.
- 29 Mhz and 2182 khz aural watch-keeping by Telkom ceased with effect from 01/07/2015. MN 4 of 2015.
- Due to the cessation of the SOLAS watch keeping by the South African coast stations on 29 Mhz, it will no longer be appropriate for small vessels to carry 29 Mhz radios as a safety option in terms of item 18, Annexure 2 of the Merchant Shipping (National Small Vessel Safety) Regulations 2007. Categories of vessels covered by these regulations shall be equipped with VHF Marine Radios to comply with the safety requirement.
- In summary, vessels may continue to carry 29 Mhz radios as voluntary fit equipment for intership communications, communications with clubs etc., however, these radios are no longer appropriate to fulfill the safety requirements of the regulations dated 01/07/2015.

It's evident the new VHF DSC system is going to offer all boaters greater safety and rescue responses. For more info and to purchase a DSC VHF, contact MDM Services on (021) 671 6751. LB












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THE 47TH YAMAHA ANCHOR BOAT TILETORIA TUNA INVITATIONAL

Words and pictures by **Stuart Reichardt**
Additional pictures by **Dean Castle**

Cape Boat and Ski Boat Club, Rumbly Bay, Miller's Point

With the recent completion of the 47th Tuna Invitational, which took place at the Cape Boat and Ski Boat Club at Miller's Point in Cape Town at the end of October, it is time to reflect on this great annual event where teams from around the country competed for the largest yellow fin tuna. Over the years, this tournament has formed a solid platform for both experienced and less experienced anglers to test their skills.

The camaraderie amongst the anglers is always a highlight of this competition and the generosity of the skippers who make their boats available is another aspect that deserves mention.

This year saw the inclusion of the UCT Marine Biology department who took samples, measurements and weights of all the fish caught during the competition for research purposes, while Associate Professor Colin Attwood gave a short speech during the gala prizegiving ▸







evening and detailed the need for real transparency and collaboration amongst anglers and the university, in order to build a comprehensive recreational fishing database. He went on to say that not only will the information be used to make important determinations regarding fish stocks, migration, spawning and feeding, but the information will also be fed back to the fishing community and used to benefit recreational fishing as a whole.

The MC for the prizegiving was Dolf Arendhold who ensured that everything ran smoothly and his candid style soon had the audience enjoying the evening's events. Shortly into the evening, the chairman of the Western Province Deep Sea Angling Association, Leander Wiid, gave a short speech where he commended the teams for their participation and thanked all the anglers, both local and those from further afield who had travelled long distances to get to the competition. Chris Wilson, the chairman of CBSC, also came up to thank everyone for their participation and thanked the sponsors for their wonderful ►

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prize contributions. Thanks were also extended to Jayson Gillham, Malcolm Grant and Colleen Pulcella, as well as all those behind the scenes who played an important part in making the event such a success.

The prizegiving was staggered between the three courses of a wonderfully prepared dinner with much cheering and laughter as team prizes and individual prizes were handed out. The main prize of the competition, which was won by Chris Pike fishing from the boat Sea Dodger skippered by Roger Marais, was a pair of Yamaha F130A 4-stroke outboard motors for the heaviest yellow fin tuna caught over 90 kg on 15 kg IGFA line. The winning fish weighed in at 91.30 kg. The entire evening was peppered with stories of fish that got away, big fish, small fish, fighting fish, snapped lines and generous amounts of laughter and banter amongst the contestants.

I'm sure we will see a lot of familiar faces at next year's Tuna Invitational and a whole lot of new ones. Well done to CBSC for organising such a flawless event. We at *Leisure Boating* are looking forward to covering the 48th Tuna Invitational! LB

Visit the Leisure Boating Facebook page to view all the wonderful photographs taken over the duration of the tournament and at the prizegiving.



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STRIPPERS, STALKERS, STREAMERS AND SHANKS

SALTWATER FLY FISHING WITH CHARTER BOAT CAPTAIN ROB NAYSMITH



Leisure Boating: You are one of the pioneers of saltwater fly fishing in South Africa, when was it first discovered that saltwater fly fishing was possible?

Rob Naysmith: Fly fishing has been around for a very long time but salt water fly fishing started off as a shore-based sport, probably in the US, and the originators thought it would be fun to try salt water fly fishing – and that started the ball rolling. In South Africa, I remember, probably in the 80s, the first guys coming down to the rocks with fly rods and thinking it was a joke. These guys lost so many lines and I didn't see them land a single fish in the beginning. But, they were trying, off the rocks and in the surf. They did had some success off the jetties and piers though. I got the idea of fly fishing from a boat from a very good fly fisherman called Guy Kedian and he suggested we try fly fishing from my boat. We possibly weren't the first, as fly fishing had already been done from boats overseas. I went out to try and buy tackle and I had to go as far afield as Durban to find the tackle I needed at an outlet called King's Sports. I needed something heavy and strong and they had a Daiwa Gold, I think it was a 10 weight. It was quite a laugh because the rod was imported and everyone would come into the shop and admire the rod but nobody would buy it because of its

size. It was a huge thing and the only reel I could find for it was a centre pin kind of reel that had no drag system, but rather a ratchet type anti-reverse system. I was lucky enough to have grown up using a Scarborough reel so I knew how to work the thing and then it was a case of designing flies. You can't just use an ordinary fly that comes out of a box for river use.

LB: Was it trial and error in the beginning to determine what the best possible saltwater flies and lines to use were, as it was unchartered territory?
RN: Yes, you needed the flies to sink and hop and go upside down. We also needed to decide on their colour, the line type we would use and many other aspects that make salt water fly fishing possible today. It was trial and error in the beginning accompanied by a huge learning curve. We needed to gather so much knowledge before salt water fly fishing became the successful and enjoyable sport it is today.



LB: Do you have any interesting stories from your earlier fly fishing days?
RN: My friend Guy, mentioned earlier, had been harassing me to try his 8 weight salt water fly rod and I had been declining his offer as I did not want to get into a long fight with a fish. I was using a 10 weight and Guy, who was a brilliant fisherman, caught a fish on the 8 weight rod. Somewhere along the line I picked up the 8 weight rod in error and within seconds of my cast, I had a snoek hooked. I fought the snoek until I had it next to the boat and then a large shark came and ate the snoek and became hooked. It was a huge bronze whaler. All I could do was watch the reel getting emptier as the line spooled quickly off the reel. Eventually it spooled the entire line, without even slowing down, until the line snapped at the tippet, which was the weakest point. I then handed the 8 weight fly rod back to Guy and told him he needed to wind all the line back on again.

LB: What type of fish would commonly be caught when saltwater fly fishing?
RN: Snoek are the easiest to catch. Then I would target things like yellowtail, which are surface feeders, which requires a slightly different style of fly fishing. You've got to stalk them and you have to position your boat so that you can get a line to them. Lures work to bring them up. You can see them with a pair of 'polarised' sunglasses. You see how fast and in which direction they are going, then position the fly in front of their path. Sometimes I'll take the hooks off a spoon and attract the fish to where my clients are fly fishing.

LB: Do you use fly fishing specific rods when saltwater fly fishing?
RN: Yes, they are built for fly fishing, they are heavy duty and can take a lot of punishment. The lightest fly rod I use is a 5 or 6 weight rod. I go right up to 14 weight rods.

LB: What types of reels do you use for fly fishing?
RN: There are so many good brands on the market. They are all aluminium, incidentally. My favourite is still a Fenwick that I got many years ago. All must have ball bearings, all must have serious drag washers, and I tend to use deeper, wider reels that can take more backing.

LB: How do you determine when conditions are right for fly fishing?
RN: Generally, you can't fly fish in winds that are more than 6 or 7 knots. Lines get tangled if the conditions are too windy. The calmer the conditions when fly fishing, the better.

LB: Is the casting method from a charter boat completely different to river fly fishing casting?
RN: No, they are much the same styles. Your action is basically the same with a double-haul to get the required speed you need. You also need a heavy line to keep it airborne. I use a shooting head which is a shorter line and I use DI7s and things like that.

LB: What type of lures and jigs would you use when saltwater fly fishing?
RN: They are not a specific make, but are similar to a Clowser, but a bigger version. The ones I use are specifically weighted and designed for optimum ▸

catching in the conditions I encounter on my charters. I also occasionally use poppers if conditions are calm, along with streamers.

LB: Do you use a steel bit trace when fly fishing at sea?
RN: Yes, when I'm fishing for snoek.

LB: Have you ever had any success with freshwater flies being used at sea?
RN: No, but I can tell you a Woolly Bugger might work.

LB: Do you ever fly fish in shallower waters near prawn banks or is it mainly deep sea fly fishing?
RN: Mainly deep sea, but I do enjoy Grunter fly fishing over prawn banks where 3, 4 and 5 weight rods will be used. Grunter fishing is like a cross between traditional river fly fishing and salt water fly fishing. The tackle is much lighter, with lighter lines and flies that imitate prawns.

LB: Do you find that occasionally the size of the fish is too big for the fly fishing rods you have rigged?
RN: If you have the time and patience, you can land a whale on a child's rod!

LB: Do the seasons play an important part in what you catch?
RN: Winter time is best for snoek and summer is best for yellow tail and tuna.

LB: Do tuna, yellowtail and snoek put up a good fly fishing fight?
RN: Yes, snoek especially. It's one of the most incredible fish in the ocean. I've had days where charter clients catch over twenty snoek per rod. That's phenomenal fly fishing. Nowhere in the world will you get that sort of success with salt water fly fishing. Yellowtail will put up a tough fight and they like to go down and try and cut the line on a reef or a rock. Tuna are just plain hard work, they're fast and big. You tend to lose a lot of tuna, purely because of their large size.

LB: Do you ever fly fish for shad, Garrick or mackerel?
RN: Yes, we catch all of those.





LB: Do you ever fish estuaries and lagoon mouths?
RN: Yes, that's where the shad, Garrick, stumpnose, leeries, bream, cob and many other species, even blacktail can be caught.

LB: What can clients expect when saltwater fly fishing on one of your charters?
RN: I rig the boat with rods and tackle according to the weather conditions and if the salt water fly fishing conditions are not suitable, I'll opt for conventional fishing. We might even do conventional fishing to get the fish up and t hen change to fly fishing. All in all my clients have a highly enjoyable time and this is why my repeat business and referral business customer base is so large. We don't take you fishing, 'we take you catching.'

Rob Naysmith can be contacted on 083 2359 550, via email on rob@sportfishing.co.za or visit his website at www.sportfishing.co.za LB

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SLOG THROUGH THE FOG

Safe boating when visibility is compromised



Words by **Stuart Reichardt**



The old saying, "Be able to stop in half the distance of your visibility," is a very good nautical yardstick to use when boating, because travelling through thick fog and mist needs to be done with the utmost care and caution. Slower is always better when visibility is compromised.

FOG SIGNALS SOUNDED

Power-driven vessels, that are making way, need to give one prolonged blast every two minutes to alert nearby vessels of their presence. Power-driven vessels that are stationary need to give off two prolonged blasts every two minutes with a one second interval between them. Sailing boats, vessels restricted in their ability to manoeuvre, vessels constrained by draft, vessels engaged in fishing, towing or pushing another vessel need to give off one prolonged blast followed by two short blasts every two minutes.

WHAT'S THE CREW TO DO?

Crew members need to be on lookout well forward on the boat and they need to be highly attentive to noises made by other boats, wave action on reefs and any other sounds that might indicate the presence of another boat or rocky outcrops in the vicinity. Sounds often appear to be different and locating their origin is more difficult when there is thick fog around. Having lookouts posted on your boat is especially important if the helm station is inside. The more lookouts you have the better.

TRAVELLING IN CONVOY

If you are part of a convoy of boats caught in fog try and stay in a close, yet staggered, formation with each boat slightly offset to the next. This type of formation alleviates accidents if the lead boat has to stop suddenly.

NOISY ENGINES OFF

If the engines are noisy on your boat, it is advised that they be shut off for short periods of time, if conditions allow it, so that the captain and crew can listen for other boats that might be sounding their horns in the near vicinity.

TOP TIPS FOR LOW VISIBILITY

1. Wear a flotation device at all times
2. Use your navigation lights to illuminate the vessel in foggy conditions
3. Make use of a fog horn to warn others of your location
4. Prepare your anchor with ample line to throw overboard at a moment's notice
5. Make proper use of the radar equipment – if you have it on board
6. Mark your position on a chart plotter or a chart
7. Slow your speed right down.

BEWARE OF THE BIG GUNS

Even though larger vessels have radar, they might not always pick up the smaller vessels, so it is important to keep a constant vigil when boating in shipping lanes in the fog. Freighters and other vessels move at high speed and even having a mile between you will leave only a few minutes to get out of the way.

VISIBLE VESSELS

Travelling in the fog should be treated with the care it deserves and it will reduce the incidence of accidents, making the waterways a safer place for all. LB





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As a 3rd generation owner in the marine industry, Neil Hardman's shop, The Boating Shed has a wealth of knowledge to draw on. Neil's grandfather started building wooden boats in 1936 and Neil has worked full time in the marine industry for the last 14 years. He grew up on boats and is an active boater to this day. The Boating Shed has a selection of top marine technicians who are capable of carrying out repairs on all makes of outboard motors, including new 4-Stroke technology and EFI engines.

The Boating Shed's desire to offer exceptional customer service is unquestionable and their fair pricing ensures customers return time and time again. They offer a full selection of accessories and spares as well as boat surveys six days a week without prior booking. That's service! The Boating Shed is conveniently located in Cape Town's southern suburbs.

For more information contact Contact Neil Hardman at The Boating Shed on (021) 701 0740, via email on neil@theboatingshed.co.za or pop in and visit them at 11 Celie road in Tokai.









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NIC STRYDOM JOINS BOATING WORLD

Boating World welcomes sales consultant Nic Strydom to the team! While he is largely in charge of after-sales service, Nic will also become a familiar face to big boaters investing in luxury motor yachts and sailing vessels. This true "Kaapenaar" was born in George but spent his primary school years in Oudtshoorn in the Klein Karoo – before moving on to Outeniqua High School where he matriculated in 2009.

An avid outdoor lover, Nic spent a year "in the bush" attending a field guiding course in the Hluhluwe area in KZN. "This was an incredible opportunity to get to know some of the people living in more rural parts of South Africa (without access to electricity or running water) and also to get in touch with nature", he said. Nic then enrolled for a B Comm Business Management degree, which he completed in 2014. During his years of studying Nic also worked part time for his father as a project manager, managing a group of builders.

After completing his degree Nic worked at his parent's insurance brokerage for about six months before moving to Cape Town to look for new opportunities. It was not long before his love for the ocean turned into a career path. Completing a sailing course evolved into working for a yacht management company at the V&A Waterfront looking after boats moored at the Cape Grace marina. This led to an introduction to the Boating World team and the chance to represent the company at the Cape Boat Show this year. Nic's natural enthusiasm, excellent work ethic and passion for boating will undoubtedly be a huge asset to Boating World and their clients.

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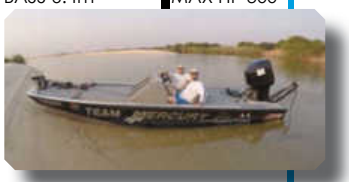
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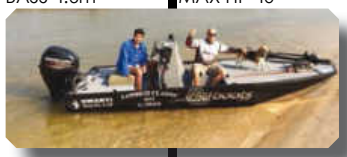
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14 Sunsport 2150 R475 000



5.0l MPI MerCruiser 260 HP, cathedral hull design, cocktail table, filler cushions, telescopic boarding ladder, wrap around windscreen, non-slip diamond shaped flooring, large stern swim platform, built in 100 l fuel tank.
Contact Danny of MasterCraft Africa on 082 425 4253

Linder Sportman 400 R139 000



This boat is in immaculate condition. Great little fishing boat with side console.
Contact Honda Marine Knysna on (044) 382 4090

13 Fairline Squadron 50 POA



Twin Volvo 670EVC engines, 2 288 L fuel capacity, sleeps 6 - 7 people, blue mood lighting, teak laid bathing platform, Williams Jet, griddle to flybridge, bimini top, teak side decks, autopilot, dishwasher, tender launch.
Contact Derrick of Boating World on 082 881 2607 (Web Ref 1026)

12 Fairline Squadron 42 POA



Twin Volvo Penta D6 435 HP engines, sleeps 6 people, luxurious full galley, air conditioning, dual helm station, teak swim platform, flybridge bar, swim ladder, adjustable steering wheel, additional fridge to galley.
Contact Derrick of Boating World on 082 881 2607(Web Ref 961)

10 Compass 47 R2 350 000



Comes with 78 HP Perkins diesel engine, generator, radar, chartplotter, auto pilot, genoa, main sail, hydraulic steering, shower forward and aft, 2 burner gas stove, 100 L fridge/cooler box.
Contact Wayne of Boating World on 083 325 4630 (Web Ref 888)

Boston whaler R239 900



150 HO Evinrude direct injection, fish finder, canopy, built in fuel tank, boat cover, trailer, fighting chair, cd player, rod holders.
Contact Boating International CPT on stefan@boatinginternational.co.za or (021) 511 0220

15 Fairline T48 Open Shares POA



New 2015 latest Fairline Targa 48 Open model comes with Twin Volvo Penta 435hp engines, touch button retractable sliding roof top, hydraulic swim platform, IPS Pod Drives, 3 Year comprehensive warranty, Williams Jet.
Contact Derrick of Boating World on 082 881 2607 (Web Ref 1024)

Robalo 247 D'Console R1 150 000



Probably the ultimate all-round sea boat. Great for fishing and fun.
Contact Honda Marine Knysna on (044) 382 4090

04 Sensation 1600BR R89 500



115 HP Evinrude motor, engine cover, sound system, boat cover, sun canopy, navigation light.
Contact Boating International on paul@boatinginternational.co.za or (011) 452 8280

89 Sea Ray S'Dancer 450 R1 150 000



480 HP Cat C7 engines, GPS, radar, generator, sun canopy and clears, fridge/freezer, microwave, air conditioning, sound system, windlass anchor, large platform, gas BBQ, TV & DVD player, saloon bar.
Contact Derrick of Boating World on 082 881 2607 (Web Ref 743)

08 Riviera 41 R5 700 000



Twin diesel Cummins 540 HP engines, sleeps 5 – 7 people, outriggers, flybridge, half rear awning, stern thrusters, camera for engine room, teak laid swim platform, live bait tank in transom, white vinyl upholstery, refrigerator/icemaker combo.
Contact Jenny of Boating World on 079 502 1785 (Web Ref 326)

14 Avalon LS 2300 R695 000



Mercury 115 EFI 4-Stroke only 4 hours, double bimini, change room, removable cupholders, cocktail table and pole, navigation lights, large Jenson sound system with subwoofer and amplifier. Dual battery system, 12v charger.
Contact Paul at Boating International on (011) 452 8280

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07 MasterCraft CSX 220 R600 000



Salt Water Series with 6.0l Vortec 400 HP. One of a kind in South Africa. Full walk around wetdeck, loads of extras: Fishing package, deck mounted rod holders, cockpit flood lights, Perfect Pass speed control, built in cooler box. Contact Danny of MasterCraft Africa on 082 425 4253

07 Cranchi 41 R1 650 000



Twin Volvo Penta 350 HP stern drive engines, sleeps 4 people, teak decks, cooking grill in cockpit, 2 x fridges, 2 burner gas stove, auto pilot, radar, plotter, air conditioning, electric anchor, gas BBQ.
Contact Derrick of Boating World on 082 881 2607 (Web Ref 736)

G4 Sport R55 000



Yamaha 40 HP engine. Lovely little cathedral hull, perfect for shallow water. Perfect all round boat.
Contact Honda Marine Knysna on (044) 382 4090

11 Filante 202 R295 000



By Magson Marine. 2 x 60 HP Yamaha's. All safety equipment for 15 nm, Garmin GPS fish finder, sound system, boat cover, stainless steel T-top and a galvanised licensed trailer. 60% Buoyancy with wetdeck. Don't delay, this will go soon. Contact Grant of Magson Marine on 072 800 7986

07 Sealine 42 R3 100 000



Twin Volvo 370 HP engine, sleeps 4 - 6 people, generator, satellite TV, dual helm station, radar dome, bow thrusters, cockpit BBQ, cockpit fridge, ultra leather in saloon, teak on flybridge, windscreen demisters.
Contact Derrick of Boating World on 082 881 2607 (Web Ref 1012)

14 Supreme Craft 520 R309 900



Twin 60 HP Yamaha's with 47/49hrs only with hydraulic steering, fuel water separators, Furuno GP-1650WF chart plotter, Icom VHF radio and antenna, live well tank, two large fish hatches, lots of storage, bait cutting board.
Contact Stefan at Boating International CPT on (021) 511 0220

Kestrel 585 R355 000



This boat is in excellent condition. Very good family ski boat with lots of space.
Contact Honda Marine Knysna on (044) 382 4090

Regal 2450 Cuddy R750 000



This boat is an excellent all round multi-purpose craft with a high top speed of 50 miles per hour.
Contact Honda Marine Knysna on (044) 382 4090

95 475 Prestige Cat R40 000



60 HP Mariner with T&T and Autolube. Great condition. Comes with a echo 101 Garmin fish finder, fuel tank and ski bar. All on a galvanised trailer with papers.
Contact Grant of Magson Marine on 072 800 7986

Luhrs 28 R1 400 000



Comes with Twin Yanmar turbo diesel 240 HP each, fish finder, radar, VHF, air conditioning, fridge, DVD player and monitor screen in cabin, flybridge helm station, sleeps 4, fresh water tank, CD player on deck, auto pilot.
Contact Jenny of Boating World on 079 502 1785 (Web Ref 1021)

Countess R175 000



This boat has legendary hull speed and is in good condition as it has been refurbished.
Contact Honda Marine Knysna on (044) 382 4090

Flamingo 170 R135 000



This is an excellent boat for lagoon and is in immaculate condition with very low hours. This boat was only used during a once a year holidays.
Contact Honda Marine Knysna on (044) 382 4090

10 Citation 900 WA R980 000



Features included are enclosed cockpit with glass windscreen and sliding doors, fighting chair, outriggers, live bait tank, fish hatch, large front cabin, electric toilet, three axle trailer, rod holders, shower & toilet with basin.
Contact Jenny of Boating World on 079 502 1785 (Web Ref 1030)

07 Sunsport 1700BR R119 500



125 HP Mariner, boat & engine covers, sound system, built in fuel tank, galvanised trailer, sun canopy, Lowrance fish/depth finder.
Contact Boating International on paul@boatinginternational.co.za or (011) 452 8280

04 Riviera 3350 R2 350 000



Twin Cummins 330 HP, fuel capacity 950 L, sleeps 4 people, generator, auto pilot, VHF radio, outriggers, cherry wood interior, rod holders, rocket launchers, air conditioner, includes mooring in Durban.
Contact Wayne of Boating World on 079 502 1785 (Web Ref 956)

World Cat 270 TE R1 150 000



2 x Honda BF225 HP engines. This boat was designed and built for champion anglers. The world CAT 270 TE is one of the fastest most rugged blue water fishing boats.
Contact Honda Marine Knysna on (044) 382 4090

15 Avante 180X — R340 000



Brand new! Wakeboard edition. The Avante must be the best 18ft wakeboard boat in the country, coupled with Yamaha's latest 130 HP 4-Stroke engine it really is a head turner. Stainless wake tower and all accessories included.
Contact Grant of Magson Marine on 072 800 7986

Chris Craft Corsair 28 — R1 300 000



2 x Volvo 5.7 300 HP engines. This boat is simply drop dead gorgeous and will turn heads and evoke smiles wherever you choose to take her. The level of fit and finish is one found on only the highest quality boats.
Contact Honda Marine Knysna on (044) 382 4090

Linder 400 Sportman — R95 000



Honda BF 15 HP engine. This is a great fishing boat for lagoons, lakes, rivers and coastal waters.
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11 VX110 WaveRunner — R84 000



Price excludes trailer. The best-selling WaveRunner in the world. 1 100 cc 3-seater 4-Stroke WaveRunner. This ski is immaculate inside and out. Only 64 hours. Full towable cover.
Contact Grant of Magson Marine on 072 800 7986

08 Sensation 2000 IBR — R279 900



MerCruiser 5.0 L V8 260 HP, Monster wake tower, Garmin fishfinder, cocktail table, galvanised trailer, tower wake racks, sound system, clip-off carpet.
Contact Boating International on paul@boatinginternational.co.za or (011) 452 8280

01 1200R WaveRunner — R45 000



Price excludes trailer. Very good condition 1 200 cc 2-Stroke with powervalve. Very fast and very agile the GP1200R was once Yamaha's flagship WaveRunner and won many races. This ski only has 50 hrs on and is in very good condition. Contact Grant of Magson Marine on 072 800 7986

10 Rodman 1250 IPS — R2 200 000



Comes with joystick. Available for immediate sale in Cape Town. Fantastic sport fishing, great for a first-time boat owner and for fishing enthusiasts. Features include: microwave, fish finder, radar, GPS, fridge, radio/CD. Sleeps 4 – 6.
Contact Wayne of Boating World on 083 324 4630 (Web Ref 811)

04 Raven Infinity — R114 000



125 HP Mercury, canopy, boat cover, only 174 hours, CD player, single axle trailer.
Contact Boating International CPT on stefan@boatinginternational.co.za or (021) 511 0220

AquaScape — R125 000



3 L MerCruiser engine. This is one of the most stable 17 ft boats around. Great deck boat.
Contact Honda Marine Knysna on (044) 382 4090

08 Fazer XTC — R119 000



130 HP Yamaha, 63 hours, CD player with 4 speakers, canopy, single axle trailer.
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Mystique Clinker Cat — R180 000



2 x Honda BF 90 HP. This is a hand-built, solid oak Clinker Cat. This is something very special. It's extremely fast and rides soft. It has been completely refinished.
Contact Honda Marine Knysna on (044) 382 4090

01 Fairline Targa 38 — R950 000



Twin turbo diesel 450 MerCruiser engines, sleeps 4 people, shower, cockpit table, microwave, fridge, twin basin, flat screen TV, GPS/plotter/sounder/radar.
Contact Derrick of Boating World on 082 881 2607 (Web Ref 255)

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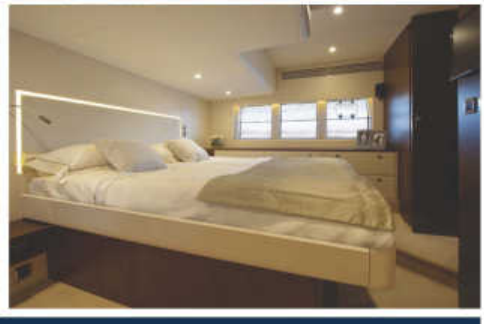
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